[English]

MR. SPEAKER : Once the Speaker gives a ruling, you should not rise like that. It is not correct.

14.15 hrs.

[English]

MATTERS UNDER RULE 377

MR. SPEAKER : We shall now take up matters under Rule 377.

[Translation]

(i) Need to take effective Steps to check increasing espionage activities in Border Areas of Bihar.

SHRI RADHA MOHAN SINGH (Motihari) : The foreign espionage activities have been continuing for the last few years from border areas of Bihar adjoining Bangladesh and Nepal stretching from Champaran district to Kishanganj. This area has become the haven of spies operating there. During the last few years four Chinese spies has been apprehended at a place called Kakarmeth. In these very areas a French spy Muszu Raja and a Sri Lankan resident Sudhiya Delirga were held on charges of spying. Some Pakistani and Bangladeshi spies have been apprehended in Sondha Phulwari on Indo-Bangladesh border and Raxaul Meetamore Vergania Bahera. Baher etc. on Indo. Nepal border-Large amount of foreign exchange has been recovered from many spies and smugglers in these areas.

Sir, I request the Government to take stringent measures to check activities of foreign spies in the border areas of Bihar adjoining Nepal and Bangladesh. So that it may not become haven for them.

(ii) Need to drop the proposed merger of Guntakal Division with Bangalore as Headquarters in South West Zone

[English]

SHRI VENKATARAMI REDDY ANANTHA (Anantapur) : Mr. Speaker, Sir, the Guntakal Division was in the Southern Railways till 1977. After 1977, the Guntakal Division has been attached to the South Central Railways. This Division has been greatly instrumental for the progress of Rayalaseema region. Guntakal Division must be continued in South Central Railways in the interests of linguistic advantage, administration, topography and the larger interests of the people of Rayalaseema. The large interests of Telugu people require the continuance of Guntakal Division in the South Central Railways. Apart from it, Dharmavaram-Hindupur section which is now under Bangalore Zone should be made part and parcel of Guntakal Division.

I, urge upon the Government to drop the proposal of merger of Guntakal Division with Bangalore as Headquarters in the South West Zone to protect the interests of the people of this region.

[Translation]

(iii) Need to release adequate funds to Government of Uttar Pradesh for construction of Roads in dacoit infested areas of Banda district.

SHRI RAM SAJIVAN (Banda) : The Government of India had implemented a scheme of "the construction of roads in Special problem areas" for the construction of roads in the dacoit infested areas of Uttar Pradesh. This scheme had facilitated the construction of roads in some districts and helped in solving the dacoit problem. But the adequate amount was not allocated for the construction of roads in Banda district therefore roads were not constructued, as a result of which the dacoit problem continues to be grim in Banda district and the life of the common man is still facing the problems. During 1995-96 no fund was allocated by the centre and U.P. Government for the purpose and the construction work has came to a standstill.

The construction of roads is very essential in order to solve the dacoit problem of Banda district so that the police force may reach the remote villages, forest and hilly areas immediately and take action effectively. Therefore, this scheme should be implemented at the earliest.

The Central Government is requested to ask for revised proposals of roads from U.P. Government and after giving sanction it is also requested to release adequate fund. The State Government should be asked to sanction/allot it's fifty percent share so that the construction work of roads may be geared up.

(iv) Need to amend Moter Vehicles Act, 1939 with a view to increase the loading capacity of heavy vehicles.

[Translation]

PROF PREM SINGH CHANDUMAJRA (Patiala) Mr. Speaker Sir, whereas the percentage of the transportation of goods by roads in transportation sector has increased four folds during the last five decades the percentage of the transportation of goods by railways has decreased rapidly. But the development and expansion of roads have not taken place as per the needs of the country. That is why the juggernaut of